Macan GTS (WLTP, preliminary values)*: Electrical consumption combined: 20.5 – 18.5 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A

Featuring the high-tech components of the Macan Turbo

16/02/2026 Featuring the high-tech components of the Macan Turbo

GTS – an initialism that has enjoyed a special reputation among Porsche fans since the 904 Carrera GTS from 1963. Now, a Macan Electric carries these legendary letters. The badge is well deserved, thanks to outstanding driving dynamics and impressive acceleration. The Macan GTS Electric sprints from zero to 100 km/h in just 3.8 seconds and can reach 200 km/h from a standstill in 13.3 seconds, accelerating up to a top speed of 250 km/h. The model also boasts a towing capacity of up to 2.5 tonnes.

Like the Macan Turbo **Macan Turbo (WLTP, preliminary values)*:** Electrical consumption combined: 20.6 – 18.3 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A, the Macan GTS features the largest and most powerful electric motor of the model series on the rear axle. The motor has a diameter of 230 mm and an active length of 210 mm and is paired with a highly efficient 900 A pulse inverter

made with silicon carbide (SiC). Combined with the electric motor on the front axle, the car achieves a power output of 380 kW (516 PS). From a standing start, with Launch Control enabled, the new model delivers up to 420 kW (571 PS) of overboost power and a maximum torque of 955 Nm. The combined WLTP range is up to 586 km.

The two electric motors of the Macan GTS are controlled individually and almost in real time via the power electronics. The electronically controlled Porsche Traction Management (ePTM) system reacts around five times faster than a conventional all-wheel-drive system and can respond to slip within 10 milliseconds. Distribution of power via the all-wheel-drive system depends on the selected driving programme. In Normal mode, the power distribution is tailored to maximise efficiency and range. In the Sport and Sport Plus modes, the focus of the ePTM is on optimal traction and driving dynamics and the front motor is engaged more frequently.

In the Off-road driving mode, the Macan switches the control systems and the all-wheel-drive system to a 'rough-road' configuration. The speed differential between the front and rear axles is limited by a virtual centre-differential lock, which further improves traction and ensures maximum braking performance on loose surfaces. In addition, the Off-road suspension level (plus 30 mm or plus 50 mm at the special Off-road level) is also activated.

The Macan GTS also expresses its spirit acoustically; its Porsche Electric Sport Sound (PESS) features two GTS-specific sound profiles with their own distinctive characteristics in the Sport and Sport Plus modes.

MEDIA ENQUIRIES

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Consumption data

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*Further information on the official fuel consumption and the official specific CO_2 emissions of new passenger cars can be found in the "Leitfaden über den Kraftstoffverbrauch, die CO_2-Emissionen und den Stromverbrauch neuer Personenkraftwagen" (Fuel Consumption, CO_2Emissions and Electricity Consumption Guide for New Passenger Cars), which is available free of charge at all sales outlets and from DAT (Deutsche Automobil Treuhand GmbH, Helmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, www.dat.de).

Video

https://newstv.porsche.com/porschevideos/newstv.porsche.com_326300_en.mp4

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